

**INDIANA DEPARTMENT OF TRANSPORTATION**  
**INDIANAPOLIS, INDIANA 46204-2217**

**INTERDEPARTMENT COMMUNICATION**

(Date) \_\_\_\_\_

**TO:**

\_\_\_\_\_  
District Director

**ATTENTION:**

\_\_\_\_\_  
District Traffic Engineer

**ATTENTION:**

\_\_\_\_\_  
District Development Engineer

**FROM:**

\_\_\_\_\_  
Project Manager

**SUBJECT:**

Maintenance of Traffic

Route: \_\_\_\_\_  
Des.: \_\_\_\_\_  
Project No.: \_\_\_\_\_  
Bridge File: \_\_\_\_\_  
Location: \_\_\_\_\_  
County: \_\_\_\_\_

We are preparing plans for a (bridge replacement) (deck overlay) (deck replacement) (structure widening) for the above noted structure and are in the process of evaluating the relative merits of a detour versus (a temporary bridge and runaround) (maintaining traffic on the structure) during the construction period. In order that the District input may be considered in this decision, we ask that you complete the blanks in this memorandum and return it to:

\_\_\_\_\_  
(Design Engineer)  
Indiana Department of Transportation  
100 North Senate Ave., Room N642  
Indianapolis, IN 46204-2216

If a detour is recommended, please submit the official detour map and signage with this memorandum with the blanks filled in. If the official detour route is totally over local roads, please initiate early coordination with the affected local public agency or agencies regarding the unofficial detour route.

The Preliminary Engineering Report (scope) for the project recommended that (an official detour be used.) (a temporary runaround be used.) (traffic be maintained on the structure.)

The AADT during the construction year is \_\_\_\_\_

We estimate the additional cost of a temporary bridge and runaround to be \$ \_\_\_\_\_

1. TEMPORARY RUNAROUND.

METRIC RUNAROUND COMPUTATIONS FURNISHED BY DESIGNER

|  |  |
|--|--|
| Length of Runaround, m* x Cost per Meter**                   | _____ x \$ _____ = \$ _____            |
| Length of Temporary Bridge x \$2,000/m<br>or<br>Cost of Pipe | _____ x \$2,000 = \$ _____<br>\$ _____ |
| Total Runaround Cost (Total Cost Option 1)                   | \$ _____                               |

\* Length of Runaround = Distance from tie-in point to tie-in point minus Length of Temporary Bridge.

\*\* For average fill height  $\leq 2$  m, use \$350/m  
For average fill height  $> 2$  m, increase as necessary

2. INDOT-ROUTES DETOUR. Best available official detour route over INDOT routes:

- \_\_\_\_\_
- \_\_\_\_\_
- a. What extra distance would be traveled by through traffic using this route? \_\_\_\_\_
- b. What percent of the traffic would use this detour route? \_\_\_\_\_
- c. If this official detour route is used, what road(s) would be used as the unofficial detour route? \_\_\_\_\_
- (1) List the existing condition and type of pavement for each road, (i.e., good, very good, rutted, gravel, asphalt, etc.) \_\_\_\_\_
- (2) What is the distance over the above unofficial detour route? \_\_\_\_\_
- \_\_\_\_\_

### METRIC INDOT-ROUTES DETOUR COMPUTATIONS

| <u>Detour</u>           | <u>Through</u> | <u>Local</u> |
|-------------------------|----------------|--------------|
| Detour Duration (days)  |                |              |
| Extra Distance (km)     |                |              |
| Vehicles per Day        |                |              |
| User Cost per Kilometer | \$0.16         | \$0.16       |
| User Cost               | \$             | \$           |

User Cost = Detour Duration x Extra Distance x Vehicles per Day x \$0.16/km

d. Total User Cost = Through User Cost + Local User Cost. Therefore, Total User Cost = \$\_\_\_\_\_.

e. Estimated payment to local public agencies due to use of unofficial detour route = \$\_\_\_\_\_.

Total Cost Option 2 (d + e)    \$\_\_\_\_\_

3. LOCAL ROADS DETOUR. Best available official detour route over local roads. Is it feasible for this route to include one or more INDOT routes? \_\_\_\_\_

a. What extra distance would be traveled by through traffic using this route? \_\_\_\_\_

b. What would it cost to upgrade the local roads to accommodate INDOT traffic? \_\_\_\_\_

c. What percent of the traffic would use this detour route? \_\_\_\_\_

d. If this unofficial detour route is used, what road(s) would local traffic most likely use? \_\_\_\_\_

(1) List the existing condition and type of pavement for each road. (i.e., good, very good, rutted, gravel, asphalt, etc.) \_\_\_\_\_

(2) What extra distance would be traveled by local traffic using this route? \_\_\_\_\_

### METRIC LOCAL-ROADS DETOUR COMPUTATIONS

| Detour                      | Through | Local                |
|-----------------------------|---------|----------------------|
| Detour Duration (days)      |         |                      |
| Extra Distance (km)         |         |                      |
| Vehicles per Day            |         |                      |
| User Cost per Kilometer     | \$0.16  | \$0.16               |
| User Cost                   | \$      | \$                   |
| Cost to Improve Local Roads | \$      | XXXXXXXXXXXXXXXXXXXX |

User cost = Detour Duration x Extra Distance x Vehicles per Day x \$0.16/km

Total User cost = Through User Cost + Local User Cost + Cost to Improve Local Roads.  
Therefore, Total Cost Option 3 = \$\_\_\_\_\_

4. Time delay for fire and police protection, emergency medical service., and postal service:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
5. Number of school buses using the facility and additional kilometers involved: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
6. Note any business or public facilities which are sensitive to a road closure. Estimate the degree of impact the closure would have. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
7. District recommendation for traffic while project is under construction. If this recommendation is different than what is contained in the scope, please explain the rationale for the change.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
8. If a detour is recommended, the number of detour route marker assemblies required is \_\_\_\_\_ each.

The official detour map with sign locations is shown on an accompanying sheet.